

ROAD TO NORFOLK FROM GREAT LAKES

Tidewater Railway to Cost
\$50,000,000.

CLAIMS TO HAVE CAPITAL

City of Norfolk Votes \$95,000 for
Terminal Privileges and
Right of Way.

NORFOLK, Va., Feb. 25.—The Tidewater Railroad will make its deep water terminus at Sewall's Point. It will give Norfolk a trunk line that will extend from the great lakes to this port and a direct steamship line to Europe.

The right of way has been selected, the site for the terminus has been secured and the councils of the city of Norfolk in committee of the whole have voted to appropriate \$95,000 to secure for the railway company the strip of land thirteen miles long and 100 feet wide that it needs to run its tracks from the Southern Branch to the deep water of Hampton Roads at a point between the present Country Club and the pier of the Norfolk and Atlantic Terminal Company.

After the finance and ordinance committees pass upon the ordinance as to form it will be adopted by both councils separately.

To Complete Deal.

A committee of Norfolk men has gone to New York with W. Nelson Page, the president of the Tidewater, and they will there complete the deal.

The railway will guarantee the city to refund every cent of the \$95,000 if it does not have its trains running from Norfolk to the navigable waters of the Ohio river in West Virginia within four years. The magnitude of this proposition is yet to be comprehended by Norfolk people.

President Page makes this statement: "We are going to build you a railroad into Norfolk. We are going to give you a connection from the lakes to Europe. We don't want you to take any bonds or stock. We have all the money we want to build the road with. The only thing we ask of you is your good will."

"This road will cost us \$50,000,000 and we will try to have it running in two years. Probably it will be longer than that, but we put that as the earliest possible date."

To War on Pennsylvania.

A truck line from the lakes to this port, such as the Tidewater will be, will open up roads that are not now possible. It will give Norfolk and West Virginia a direct line to the Chesapeake and Ohio. It will bring \$50,000,000 that those two roads cannot get and do not get. It will consequently enhance the city's commercial standing immensely.

Fifty million dollars to build the road is in hand. And it can be said, relatively stated that neither the Chesapeake or the Vanderbilts are behind the proposition. Nor is the Pennsylvania.

From an unequal position, however, the statement can be made that the road will wage a bitter fight against the Pennsylvania.

At the present time the port of New York consumes 1,000,000 tons of steam coal annually. Every cent of it is shipped there by the Pennsylvania lines. It is estimated that if the Tidewater line can go to the New England coast.

Where Money Comes From.

The present route of the Pennsylvania railway reaches New York as its exclusive outlet for the coal output of the Pennsylvania mines, which are owned by the Norfolk and Western and the Chesapeake and Ohio are restricted by the railroad combination from shipping coal from the bituminous mines of Virginia and West Virginia coastwise to New York. The Boston-Portland territory has been allotted to them.

There are papers to prove that a West Virginia miner was refused point blank by the railroad combine the right to ship one carload of West Virginia coal to New York.

The consumers in New York and Pennsylvania want the smokeless coal of the Virginia-West Virginia fields and they intend to have it.

Consequently the \$50,000,000 needed to bring it to Tidewater on an independent railway has been subscribed by them and Norfolk will be the deep-water end of this road.

Will Open Up New Field.

The highest number of tons of bituminous coal ever shipped out of Hampton Roads in one year by the Norfolk and Western railway in the West Virginia trade is two and one-half million. The highest by the Chesapeake and Ohio is two million. Thus the combined haulings for coastwise trade of these two branches of the Pennsylvania system is ten million tons less in tons than the plum that goes to the patent road from the West Virginia fields.

According to the version of the mine owners of the Virginia-West Virginia fields it is more profitable for the Pennsylvania to cut down the freight receipts of the Chesapeake and Ohio and Norfolk and Western by restricting the hauling of the Virginia-West Virginia coal than it would be to allow this coal full circulation and competition with the Pennsylvania product.

The people behind the Tidewater road claim they have a market that will demand a greater supply than the combined shipments of the Chesapeake and Ohio and the Norfolk and Western.

President Page says: "We are not going to fight the Norfolk and Western and the Chesapeake and Ohio. We are not going to try to take a single ton of freight away from them. We are going to open up a field of our own. One that they have not and can never get."

The construction of this railroad is already under way. In fact, ninety-five miles of it have already been completed. This track is in West Virginia and extends eastward from the present western terminus of the Deepwater railway (the West Virginia title of the Tidewater) on the Kanawha river at pool No. 2, and within the bounds of Ohio river navigation.

It was expressly stated on the floor of the Norfolk city council last night that the city would not be called upon to pay more than \$95,000. If the right of way cannot be secured for that sum a body of public spirited citizens have subscribed to an indefinite fund that will make good the city's money. But the amount the councils voted in favor

Drake Denies Charges; Davis Not in Accord

Accusations Unqualifiedly False, Says Superintendent of Insurance—Attorney for Society Disapproves Course of Clients.

Thomas E. Drake, superintendent of the District Insurance Department, last evening finished his reply to the charges preferred against him yesterday morning, as related in The Times, by the Royal Benefit Society.

The superintendent denies every one of the numerous accusations in emphatic language.

Another development in the case yesterday afternoon was the announcement by Henry E. Davis, attorney for the Royal Benefit Society, that he did not approve the course taken by the officials of the company, though he coincides with the company in its opinion of Mr. Drake's official action.

Mr. Davis' View of It.

Mr. Davis' statement is as follows: "The published statements concerning the charges against the Superintendent of Insurance and the mention of my name in connection therewith as counsel for the Royal Benefit Society put me in a light in which I am unwilling to stand. I have had nothing to do with the formulation of the charges, which have been formulated and presented by officers of the society. During their preparation I was busily engaged in court and did not know of the charges until they were presented and, indeed, made public."

Not a Defense of Drake.

"I do not wish, however, to be understood as defending the superintendent or disclaiming my proper share of the responsibility in the premises."

"I have been for several years the regular counsel of the society and have been frequently brought into contact with the superintendent and am constrained to say that, in my opinion, he has done the society great injustice; has exceeded the proper limits of his authority, and has gone far beyond the requirements of his duty in bearing down upon the society."

His Clients Wronged.

"I differ totally from the Corporation Counsel in his view of the law, and am firmly of opinion that the whole action of the District authorities against the society is founded in error and has worked a grievous wrong."

"This, however, is far from standing sponsor for all that I see reported in the premises, and that I am unwilling to do, or to appear to do, until after I shall have had the opportunity, until now denied me, of going fully into the matter, which I do not think it was at all necessary to make public at this time."

Drake's Defense.

Mr. Drake, in reply to the charge that he was in collusion with Ernest F. Niemeyer, a former employee of the Royal Benefit Society, with the intention of injuring the organization, set forth in the affidavit of Henry J. Green, of North Carolina, filed with the Commissioners by the society, denies having had any knowledge of any such statement as is attributed to Niemeyer.

He states that the only reason for the refusal of the company's application for a license was its failure to comply with the law, and that his action was based upon an opinion of the Corporation Counsel and approved by the District Commissioners.

Denies Collusion.

He adds: "I have no knowledge of the alleged action on the part of Mr. Niemeyer, and any insinuation to that effect is absolutely and unqualifiedly without foundation."

"Whatever, if anything, Mr. Niemeyer may have said or done in relation to

of appropriating is the largest of three estimates made upon the cost of the thirteen-mile right of way.

Route of New Road.

The route selected after many surveys gives the road the most practical line for heavy hauling purposes in the State. It is claimed by the engineers that one locomotive can haul 100 loaded cars over the Tidewater, when it is completed, to sixty-five cars by the same engine on any other coal-carrying line.

And this new road will parallel the Norfolk and Western within sight for many miles, and will follow the course of the New River from the West Virginia border to a point near Christiansburg.

Terminus at Sewall's Point.

Negotiations have been concluded for the site of the terminus at the point. The tract of 500 acres of land, fronting 1,000 feet on Hampton Roads, which was intended as a site for the defunct Norfolk and Hampton Roads shipyard, will be sold to the road for \$250,000, and it will require an expenditure of half a million dollars to dredge the water front sufficiently to give a depth requisite for handling the big steamships and other craft at the piers which will be built.

President Page said last evening that the road was ready to start work on the construction of 100 miles of track from Norfolk toward the West immediately, and by immediately he meant within two weeks after the city had donated the right of way.

"We have our surveys made, the lines

staked off and the profiles drawn. All we need is the right to go ahead and we will have the contract let and work started at once."

Capital Behind Road.

What capital is behind the road the promoters are keeping to themselves. They say they will have to expend \$50,000,000 in constructing it and that they have the money in hand, without the usual necessity of issuing stock or floating bonds. They deny that the Vanderbilts or the Gould interests are the backers and those who keep an eye of the course of events in financial circles hint that only the Standard Oil can put up such a sum offhand.

President Page, of the Tidewater, however, asserts that the coal consumers of the districts debarraded from Virginia-West Virginia smokeless steam fuel are the people who will build this independent line to enable that coal to be supplied them.

The chartering of the Tidewater Railway Company, of Virginia, and the Deepwater Railway Company, of West Virginia, started the interest in the road that was increased manifold by the announcement shortly following that the two roads were one and the same and that they would form the eastern end of a trunk line from the great lakes to Tidewater.

Cleverly Planned Floral Decorations.

Guide's artists are able to get effect out of little as well as much. 1213 F.

the matter referred to in this affidavit was absolutely and entirely without my knowledge or assent. The statement that I threatened to interfere with the society unless Mr. Niemeyer was made manager is false."

No Truth in Charges.

In answer to other charges and assertions by the Royal Benefit Society, Mr. Drake says: "In all of the letters of this Mr. Pennington, and his agents, to the Commissioners, myself, and to the insurance departments of different States, so far as I have seen them, there is no single allegation of wrong-doing or intention, on my part, official or personal, that has one iota of truth for its foundation; nor has Mr. Pennington or his agents any reason for believing one of them to be true."

Mr. Drake's Reply.

In his reply to the specific charges against him Mr. Drake says: "I have seen the long list of specific charges made by Mr. Pennington against me. Want of time prevents my detailed reply now. But, in general, I say, as to each and every one of them, and whether expressly stated or by implication, charging any wrong doing, saying or intention, they are and each is absolutely false."

"I am quite ready to meet Mr. Pennington and his agents upon these or any other charges and, in such case, the motive and purposes of these charges may appear."

"This society complains that its business has been damaged through my action in writing to insurance commissioners of certain States in regard to having refused it a license. The refusal of license to the society was based principally on the fact that it had not complied with the law in regard to having a representative form of government and a lodge system with ritualistic form of work."

After considerable correspondence and hearings on the question, the matter was finally referred by the Commissioners to the Hon. A. B. Duvall, Corporation Counsel. It was contended among other points by the Hon. Henry E. Davis, attorney for the society, that it was entitled to a permit to transact business as a matter of course, and that it was a mere ministerial duty of the superintendent of insurance that was so strenuously contended for by the society, through its attorney at that time.

"The society has made so many false statements in its bill of complaint to you that it would seem hardly necessary to give categorical denials to all of them. In the first place, it positively denies that it ever made application to this department for license to carry on its business. Three such applications, signed by Dr. C. W. Keyes as president and D. E. Pennington as secretary are now on file in my office."

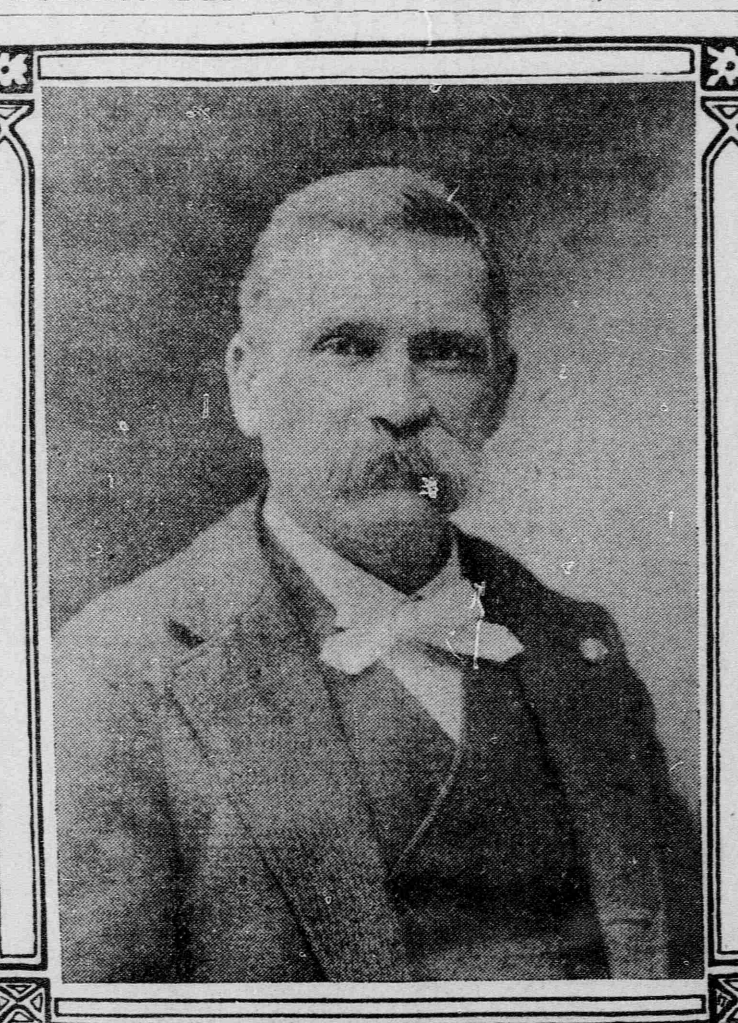
Licensed as Assessor.

"In further denial of the statement that they have never applied for license, I have to state that this society was issued a license by the Assessor of the District of Columbia, for which it paid the usual license fee, November 15, 1897."

"It is hardly necessary to deny the allegation that I investigated the society into applying to me for a license, which it did not require, when it is shown that the society and its attorney have always considered that it required a license by applying for and receiving one from the Assessor, and also making three separate and distinct applications to this department."

Commissioner Macfarland will present the papers in the case to his colleagues on the Board of Commissioners tomorrow.

COMMANDER LOGAN REGIMENT, U. V. U.



COL. FERDINAND F. BOGIA.

Served in Famous Pennsylvania Company and Fought at Bull Run and Elsewhere.

BELT RAILROAD BRIDGE DAMAGED BY THE ICE

KANSAS CITY, Mo., Feb. 25.—Several tiers of piling under the Belt railroad bridge across the Kaw river went out today. The bridge is badly twisted and entirely unfit for use, caused by the heavy pressure of ice, and its total destruction is threatened.

If the bridge does go out it will probably carry away the two other temporary bridges below it.

FISHERMEN ASHORE NEAR SAND POINT

HALIFAX, N. S., Feb. 25.—A telephone message from Shelbourne announces that the Gloucester fishing schooner Lucinda, of Lowell, is ashore at Sand Point, near Shelbourne, and is in a dangerous position.

The crew left her and will be forwarded from Yarmouth to Boston. No further particulars have been obtained. A heavy northeast gale blew all yesterday.

EARNEST IN HIS WORK FOR THE U. V. UNION

Col. Ferdinand F. Bogia, Native of Delaware, Has Been a Resident of Washington Since Early Seventies, and Has Given Much Time to Interests of Order.

Col. Ferdinand F. Bogia, commander of Logan Regiment No. 2, Union Veterans' Union, was born at New Castle, Delaware, September 15, 1841.

At the outbreak of the civil war he enlisted in the famous Company G, Second Pennsylvania R. V. C., and served two enlistments, participating in the engagement of Second Bull Run, South Mountain, and Antietam, Frederickburg, Spottsylvania Court House, Bristow Station, and was with General Grant in the Wilderness. His service with the army ended the latter part of 1864, when he returned to his home in Delaware.

In the early seventies he moved to this city, where he has since resided.

During the twenty years of Colonel Bogia's affiliation with the U. V. U. he has been an earnest, hard worker in the interest of the order. He has been honored with the important position of regimental quartermaster for Logan Regiment, and was for eight years quartermaster general on the staff of the commander-in-chief U. V. U. At the last election of officers Logan Regiment conferred upon him the highest honor in the gift of the regiment by electing him colonel unanimously.

Colonel Bogia has devoted a considerable portion of his life to the cause of fraternal comradeship. He, with six associates, organized the Knights of Pythias in Delaware in January, 1867, and has risen in that order to the post of past chancellor. Colonel Bogia has maintained active membership in the order through the period of almost forty years. He is a member of B. B. French Lodge of Masons, past sacheem of the Red Men, and was one of the organizers of the National Brotherhood of Bookbinders.

Colonel Bogia has for many years been in charge of the bindery division of the Government Printing Office and is one of the best liked and most widely known men in the Government service.

WIRELESS MESSAGES TRAVEL 1,000 MILES

All authentic records for wireless communication on land have been broken. Messages between the naval stations at Chicago and Key West, a distance of 1,000 miles, have been exchanged. The Navy Department was so advised yesterday.

It is informed by Lee De Forest, whose system is in use, that on February 10, signals between Kansas City and Cape Hatteras were distinctly heard. The next night very satisfactory exchanges were made with Cape Hatteras and calls from Chicago were noted. Subsequently Chicago and Cleveland were communicated with.

It is also announced that messages have been received from steamers 150 miles out from New York. "These messages generally were very distinct and surprisingly loud," the report says. It is stated that the messages during the daytime were not so plain and did not carry so far as those exchanged at night.

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"77"

Cures Colds and

GRIP

Prevents Pneumonia

Colds are tainted with Grip, in consequence, the Influenza is fierce and blinding; the Cough deep-seated and dangerous; the Sore Throat malignant and prostrating. Many persons are confined to their homes and even to their beds.

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